

SUBJECTS.

Dewan's reply.—The Chief Engineer has sent up an estimate for widening and deepening the Muriinjapuzha Canal, but the work will have to stand over till the Commercial and the West Junction Canals are improved. In regard to the bridge, it has already been taken in hand.

30. The construction of a satrom at Alleppey for the use of the Ealavas.

Mr. K. M. Krishnan (Member, Nominated) said that Alleppey was the greatest trading centre in the State and it attracted a large body of people in connection with trade and other matters of business. In the copra, coir and other industries, the Ealava community had a large share; but the members of the community who went to Alleppey had no convenient place to halt at present. There was a satrom at Alleppey, in which one block was used by the Brahmins, one block by other caste Hindus, and the remaining block for the Munsiff's Court.

In reply to the Dewan's query whether there was any objection to throw open one block in the satrom for the use of the Christians, Mahomedans and Ealavas, *Mr. Joseph Panapallil* (Member, T. I. C., Alleppey) said that even the Christians were not now allowed access into the satrom and that neither he nor his community could have any objection to throwing open one block for the communities mentioned.

Dewan's reply.—The satrom at Alleppey is now maintained by the local Town Improvement Committee. The President has reported that it is situated in a place accessible to all classes and religions. It should be possible to reserve one block for the Brahmins and other caste Hindus and the other for the use of the Christians, Mahomedans and Ealavas. The Dewan Peishkar will be asked to arrange like that.

31. The early construction of the road from Kalayapuram to Kunnikode.

Mr. Padmanabhan Parameswaren (Member, Pathanapuram taluk) said that a road was sanctioned four or five years ago from Kunnikode to Kalayapuram and an estimate for the same prepared, but the work was not yet begun. He understood that there was a proposal to open a new road from Kunnikode to Parakode through Pattazhi and that the construction of the former was suspended, giving preference to the latter. The Member submitted that the former was more useful to the people and less expensive to the Government. If a line to Parakode was wanted, one could be cut over a distance of a mile at a nominal cost from Thamarakode, and from Parakode to Pattazhi, it was only one mile of road. The cost of the two lines proposed would be nothing when compared to the heavy expenditure involved in cutting a five mile road through the Pattazhi forests. Of all the roads sanctioned for the taluk, the one from Kunnikode to Kalayapuram was the most important and he prayed that it should not be abandoned.

Dewan's reply.—I have gone over the road mentioned by the Member and I am not satisfied that the road is quite necessary. For the first two miles after leaving Avaneeswaram, the road goes far too near the Railway line and for the last mile it is far too near the Main Central Road. If a road were cut straight on from the Avaneeswaram station to Adur via Pattazhi, it will tap a fertile tract of country in the taluk and bring under cultivation the large areas of unoccu-

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82. The means of communication
in the Shertallai taluk.

pied land on the north of the Kallada river. The Chief Engineer has therefore been asked to survey the new line, if he had not gone too far with the survey of the Avaneeswaram—Kalayapuram road. In any case, the road from Kunnikode to Anchal should be done, before any other road is attempted in the taluk.

Mr. Kumaran Kochu Padmanabha Pillai (Member, Shertallai taluk) said that the construction of a canal sanctioned for the Shertallai taluk was not yet begun. He understood that there was a proposal to substitute a road from Shertallai to Alleppey for the said canal. On being informed by the Dewan that a canal and not a road was to be constructed, he requested that a few existing canals such as the Madayan thodu, Mannancherry thodu, Mulpiri thodu and Kalla thodu, connecting the proposed canal with the Vembanad lake, be deepened in the interests of agriculture and traffic, and also that the village road from Thanneermukkam to Alleppey be converted into a cart road. Replying to the Dewan, the Member said that the people of the taluk had been asking for the road from the very beginning and they would prefer it to a canal if they had the choice.

Mr. Devan Krishnan Karthavu (Member, Shertallai taluk) said that the canal now sanctioned would not benefit the northern *pakuthies* of the Shertallai taluk. He requested therefore that the existing road from the Shertallai Cutcherry landing to Thanneermukkam through the market be improved and made cartable and that a new road from Shertallai to Arur be also constructed. In reply to the query from the Dewan, the Member said that he would prefer a road from Shertallai to Alleppey to the proposed canal.

Both the Members entreated the Dewan to visit the taluk at the earliest opportunity and see for himself the real difficulties of the people for want of easy communications and they trusted that, if only he did so, the taluk was sure to be improved in the matter of communications in the nearest future.

Dewan's reply.—The canal already sanctioned will be done and the work will be begun this year. The canal is intended not only as a means of communication but also to help the cultivation of the coconut gardens in the taluk. An estimate of five and odd lakhs of rupees has been sanctioned for the canal and a sum of Rs. 20,000 has been provided for the work in the budget for 1938.

83. The need for repairing and
maintaining certain village
roads and bridges in the Vaikom
taluk.

Mr. P. C. Krishna Pillai (Member, Vaikom taluk) said that certain portions of the existing village roads from Thalayolaparampu to Piravam would be under water during the rainy season. There was much traffic on the line owing to the existence of important markets at Thalayolaparampu and Piravam. During the rainy season, the people going to Moovattupuzha had to go by the Ettimanur road, which was circuitous. He therefore prayed that the village road should be made cartable.

He also said that the condition of the existing village road from Vetchur to Vaikom was similar to the abovesaid village road. There was a bridge on the way, which was on